

ON/OFF DAMPER FOR BIKES

BACKGROUND OF THE INVENTION

1. Field of the Invention

The present invention relates to a damper, and more particularly to a damper which is able to be deactivated and activated according to the road conditions.

2. Description of Related Art

8 Conventional bike dampers constantly provide damping effect to the
9 bumpy road conditions such that the rider is able to enjoy the fun of riding. When
10 the rider is riding across the country or passing a mountainous area, the rider
11 requires large damping effect to damp the impact from the roads. When the rider
12 is passing a metropolitan area where the roads are nicely paved, the rider
13 generally does not require that much damping effect. However, the same
14 damping effect will be provided to the rider despite the road conditions are
15 changed. Therefore, the rider may find that whenever a brake is applied, the rider
16 together with the bike will vibrate due to inertia. Some may find it amusing but it
17 does affect the rider's enjoyment.

18 To overcome the shortcomings, the present invention tends to provide an
19 improved damper to mitigate the aforementioned problems.

20 SUMMARY OF THE INVENTION

21 The primary objective of the present invention is to provide an improved
22 damper which is able to be shut off to adapt to paved roads.

23 Another objective of the present invention is to provide an indicator on
24 top of the damper to indicate that the damping function is deactivated so that the

1 rider is able to learn the status of the damper.

2 Other objects, advantages and novel features of the invention will
3 become more apparent from the following detailed description when taken in
4 conjunction with the accompanying drawings.

5 **BRIEF DESCRIPTION OF THE DRAWINGS**

6 Fig. 1 is an exploded perspective view of the activation device in the
7 damper of the present invention;

8 Fig. 2 is a schematic cross sectional view showing the inner structure of
9 the damper of the present invention;

10 Fig. 3 is a schematic perspective view showing the engagement of the
11 activation device to allow the activation rod to move toward the piston tube to
12 open the piston tube;

13 Fig. 4 is a schematic cross sectional view showing that the activation rod
14 is activated to allow the fluid in the damper to flow into piston tube;

15 Fig. 5 is a schematic perspective view showing the engagement of the
16 activation device to allow the activation rod to move away from the piston tube
17 to plug the piston tube; and

18 Fig. 6 is a schematic cross sectional view showing that the activation rod
19 is activated to stop the fluid in the damper flowing into the piston tube.

20 **DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT**

21 With reference to Fig. 1 and Fig. 2, an activation device (22) in
22 accordance with the present invention includes an driving tube (23), a stopping
23 tube (24) and a rotating tube (25).

24 The driving tube (23) has small slanted teeth (231) formed on a

1 peripheral edge of the driving tube (23). The stopping tube (24) has a
2 configuration so defined that after the driving tube (23) is received in the
3 stopping tube (24), there is no relative rotation between the driving tube (23) and
4 the stopping tube (24). The stopping tube (24) has large slanted teeth (241)
5 formed on a peripheral edge of the stopping tube (24) and having a dimension
6 larger than a dimension of the small slanted teeth (231) and locking grooves (242)
7 formed on the peripheral edge of the stopping tube (24) and having at least one
8 large slanted teeth (241) sandwiched between two adjacent locking grooves
9 (242). The rotating tube (25) has a hollow extension (250) extending upward and
10 into the driving tube (23) and wedge-shaped teeth (251) formed on a shoulder
11 (not labeled) of the rotating tube (25) to correspond to the smaller slanted teeth
12 (231).

13 With reference to Fig. 2, it is noted that the activation device (22) of the
14 present invention is assembled with a piston rod assembly (20), a cylinder (10)
15 and a piston assembly (16).

16 The cylinder (10) is hollow inside and has a first end (101) fitted with a
17 first plug (11) in the first end (101) and a second end (102) fitted with a second
18 plug (12) having a first through hole (121) defined through the second plug (12).
19 A resilient block (13) having a second through hole (131) corresponding to and
20 aligned with the first through hole (121) is placed inside the cylinder (10)
21 adjacent to the second plug (12) and a piston ring (14) is also received in the
22 cylinder (10).

23 The piston rod assembly (20) extends through the first through hole (121)
24 of the second plug (12), the second through hole (131) of the resilient block (13)

1 and the piston ring (14) to connect to the piston assembly (16). Because the
2 detailed structure and function of the piston assembly (16) are well known in the
3 art as well as the connection with the piston rod assembly (20), detailed
4 description thereof is thus omitted for brevity. A spring (15) is provided facing
5 the piston assembly (16).

6 The piston rod assembly (20) includes a piston rod (21) with an axial
7 passage (211) defined through the piston rod (21) and a fluid hole (212) on top of
8 the piston assembly (16) and in communication with the axial passage (211), a
9 linkage (27) received in the axial passage (211) to be operably connected to the
10 activation device (22), a switching plug (28) connected to the linkage (27) to be
11 movably received in the axial passage (211) and having a conical head (281)
12 formed on a free end of the switching plug (28) and extending out of the axial
13 passage (211) so as to control the communication between inside and outside of
14 the axial passage (211) of the piston rod (21), a recoil spring (29) sandwiched
15 between the linkage (27) and the switching plug (28) and mounted around the
16 switching plug (28) to provide a recoil force to the linkage (27). A seat (26) is
17 mounted on top of the stopping tube (24) after the driving tube (23) is received in
18 the stopping tube (24) to prevent separation of the driving tube (23) from the
19 stopping tube (24).

20 With reference to Figs. 3 and 4, it is noted that when the driving tube (23)
21 is pressed, the small slanted teeth (231) drives the large slanted teeth (251) and
22 thus the rotating tube (25) is rotated a predetermined angle to enable the large
23 slanted teeth (241) to be seated on top of the wedge shaped teeth (251). Because
24 the dimension of the large slanted teeth (241) is larger than that of the small

1 slanted teeth (231), the rotating tube (25) together with the driving tube (23) is
2 thus forced by the large slanted teeth (241) to move toward the piston assembly
3 (16). When the rotating tube (25) is moved toward the piston assembly (16), the
4 linkage (27) and the switching plug (28) in connection with the linkage (27) are
5 also moved in a direction the same as that of the rotating tube (25). Therefore, the
6 conical head (281) leaves and opens the axial passage (211) to allow the fluid in
7 the piston assembly (16) to flow into the axial passage (211) and a space between
8 the piston assembly (16) and the piston ring (14) from the fluid hole (212).
9 Because the space between the piston assembly (16) and the piston ring (14) is
10 fixed so that when the fluid in the piston assembly (16) flows into the space,
11 damping effect is provided to damp out the impact from the bumpy road surface.

12 With reference to Figs. 5 and 6, when the driving tube (23) is pressed
13 again, the small slanted teeth (231) drives the wedge shaped teeth (251) and thus
14 the rotating tube (25) rotates a predetermined angle to enable a corresponding
15 one of the wedge shaped teeth (251) to be received in the locking groove (242).
16 Because the locking groove (242) has a depth larger than a pitch of the large
17 slanted teeth (241), a recoil force stored by the recoil spring (29) from the
18 previous operation where the switching plug (28) is forced to move in the axial
19 passage (211) to allow the conical head (281) to open the communication
20 between the inside and outside of the piston rod (21) forces the linkage (27) as
21 well as the switching plug (28) to move away from the piston assembly (16) and
22 thus the opening of the axial passage (211) is plugged by the conical head (281).
23 Therefore, when the driver is riding a bicycle on a paved and smooth road, the
24 rider is able to shut the function of the activation device (22) to enjoy the ride.

1 However, the rider is able to rotate the driving tube (23) to activate the damping
2 effect of the piston assembly (16) as required.

3 It is to be understood, however, that even though numerous
4 characteristics and advantages of the present invention have been set forth in the
5 foregoing description, together with details of the structure and function of the
6 invention, the disclosure is illustrative only, and changes may be made in detail,
7 especially in matters of shape, size, and arrangement of parts within the
8 principles of the invention to the full extent indicated by the broad general
9 meaning of the terms in which the appended claims are expressed.